

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,361 tons.....Captain H. D. Jones.
"POWAN," 2,338 "....." W. A. Valentine.
"FATHAN," 2,260 "....." R. D. Thomas.
"HANKOW," 3,073 "....." C. V. Lloyd.
"KINSHAN," 1,995 "....." J. J. Lossius.
Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONGSHAN," 1,998 tons.....Captain G. F. Morrison, R.N.R.
Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.
Sunday Special Excursions leaving Hongkong at 9 A.M., and a second departure about 7 P.M.
Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.
Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

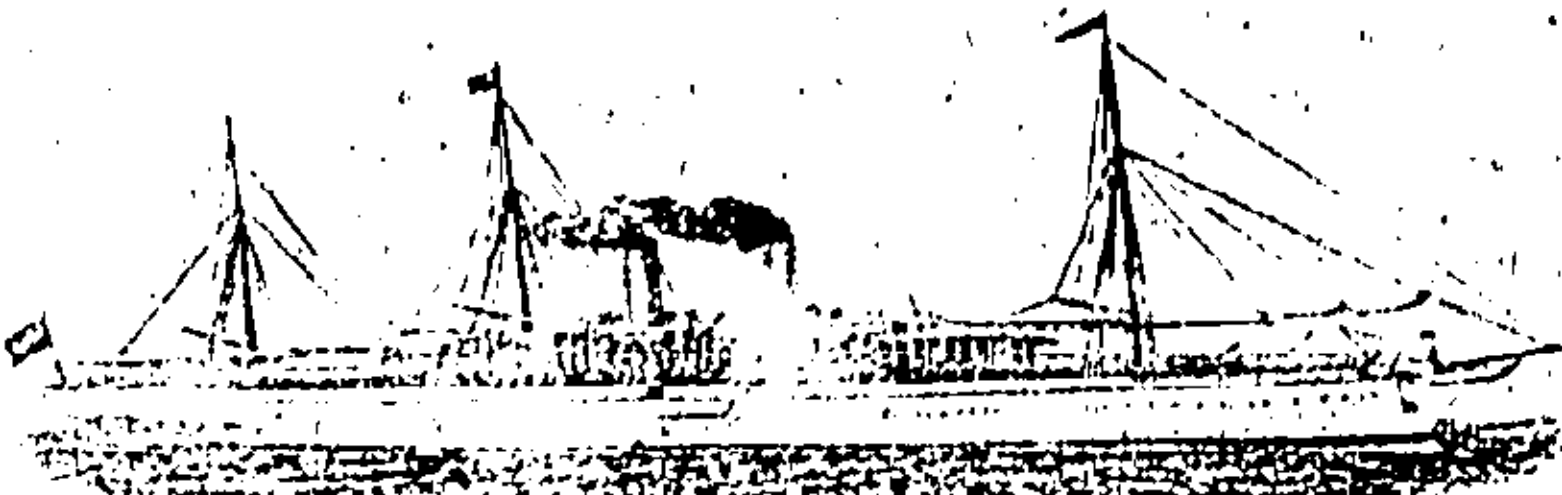
S.S. "LUNGSHAN," 2,119 tons.....Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 3,588 tons.....Captain J. Wilcox.
"NANNING," 3,569 "....." C. Buchart.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samsih, Howik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.
FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
Canton to Tak Hing.....Single \$12.50. Return \$21.00.
Canton to Samahit.....Single \$7.50.
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 16th July, 1906.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.
12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

M.S. TONS LEAVE HONGKONG ARRIVE VANCOUVER
"EMPRESS OF CHINA" 6,000.....WEDNESDAY, August 1.....August 22
"TARTAR" 4,421.....WEDNESDAY, August 8.....September 1
"EMPRESS OF INDIA" 6,000.....WEDNESDAY, August 22.....September 12

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.
Hongkong to London, Intermediate and 1st Class Rail.....£40. £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
Hongkong, 18th July, 1906. Corner Pedder Street and Praya, opposite Blake Plaz. (13)

HONGKONG-MACAO LINE.

S.S. "WING OHAL,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days and on Sundays at 7.30 A.M., and returns from Macao at 2.30 P.M., as on Week Days.

FARES:—Week Days, 1st Class, including Cabin and servant Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, \$1; with Cabin, \$2.
1st Class—Return, \$2; with Cabin, \$3.
2nd Class—Single, 40 cents; Return, 60 cents.
Steering—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG CO.
Hongkong, 22nd June, 1906. (17)

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW" 1,309.....T. R. MEAD.
"KWONG TUNG" 1,238.....H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).
Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey...\$4
Meals.....\$1 each.

ALSO

Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 5.30 P.M.

FARES:
1st Class single \$1 with cabin berth.....\$2.00
Return \$2.....\$3.00
2nd Class single \$0.50, return.....\$1.50
Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 13th July, 1906. (18)

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

BAYERN.....WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD.....WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH.....WEDNESDAY, 29th August.
SACHSEN.....WEDNESDAY, 12th September.
PRINZ HEINRICH.....WEDNESDAY, 26th September.
GNEISENAU.....WEDNESDAY, 10th October.
PRINZ LUDWIG.....WEDNESDAY, 24th October.
PRINZESS ALICE.....WEDNESDAY, 7th November.
PREUSSEN.....WEDNESDAY, 21st November.

WEDNESDAY, the 1st day of August, 1906, at Noon, the Steamship BAYERN, Captain Formes, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 30th July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 31st July, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 31st July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	\$61. 0. 0.	\$42. 0. 0.	\$22. 0. 0.
Return	\$1. 0. 0.	\$3. 0. 0.	\$3. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	\$65. 0. 0.	\$44. 0. 0.	\$24. 0. 0.
Return	\$7. 0. 0.	\$6. 0. 0.	\$3. 0. 0.
TO NEW YORK VIA SUZ	\$61. 0. 0.	\$44. 0. 0.	\$26. 0. 0.
VIA NAPLES, GENOA OR GIBRALTAR	\$115. 0. 0.	\$79. 0. 0.	\$47. 0. 0.
Return	\$68. 0. 0.	\$46. 0. 0.	\$27. 0. 0.
VIA BREMEN OR SOUTHAMPTON	\$123. 0. 0.	\$83. 0. 0.	\$49. 0. 0.
Return			

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltarr and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of the Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS. TONS. SAILING DATES.
PRINZ SIGISMUND.....3,302.....TUESDAY, 24th July.
WILLEHAD.....4,763.....TUESDAY, 21st August.
PRINZ WALDEMAR.....3,227.....TUESDAY, 18th September.

ON TUESDAY, the 24th day of July, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lenz, with Mails, Passengers and Cargo, will leave this Port as above.
The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	\$28.00	\$18.10	\$14.00	Return \$42.00	\$27.15
TO BRISBANE	\$30.00	\$20.00	\$14.00	Return \$54.00	\$36.00
TO SYDNEY	\$33.00	\$23.00	\$15.00	Return \$59.10	\$41.10
TO MELBOURNE	\$34.10	\$24.10	\$16.00	Return \$62.50	\$44.50
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail 1st Class
Steamer.....£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA.....96. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT
YOKOHAMA & KOBE.....WILLEHAD.....WEDNESDAY, 1st August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....PRINZ EITEL FRIEDRICH.....WEDNESDAY, 1st August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....SACHSEN.....WEDNESDAY, 15th August.
* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	\$61. 0. 0.
TO BREMEN	\$63. 10. 0.
TO PARIS VIA CHERBOURG	\$65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	\$65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.
Hongkong, 18th July, 1906. (19)

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 506, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Sootts, A. I. and Watkins.

Yokohama, May 23rd, 1905. (39)

"MINIMAX"

HAND

FIRE EXTINGUISHER

MINIMAX SYNDICATE, LIMITED.
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,

LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS. NO HOSE. AUTOMATIC.

Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.

Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting. Destroys all smokes. Can be used by anyone, even lady or child. Minimum of Price, Weight and Size. Hongkong, 10th May, 1905. (33)



EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All Kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road.
Hongkong, 27th November, 1905. (48)

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UL"

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.

THE steamers sail from HONGKONG to SAISHUI, SHUHHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—
BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.,
HONGKONG.

Hongkong, 23rd December, 1905. (14)

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	Second half July	JAVA PORTS	First half August
TJILATJAP	JAVA	Second half July	JAPAN PORTS	First half August
TJIMAH	JAVA	Second half August	JAPAN PORTS	Second half August
TJILIWONG	JAPAN	Second half August	JAVA PORTS	Second half August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LIJN,

Telephone No. 375.
YORK BUILDINGS, 1st Floor.
Hongkong, 10th July, 1906. (15)

Intimation.

**WM. POWELL,
LTD.,
GENERAL
FURNISHERS,
HONGKONG.**

SOLE AGENTS

for
Hongkong, China,
and Japan.

ADDISON'S

**PATENT
PORTABLE**

**SANITARY
COMMODORE**

Hermetically Sealed.
Specially adapted
for hot climates.

The ACME of
CLEANLINESS.

Stocked in
Four Qualities.

No. 1.—Fitted with Mahogany Polished Top, Nickel-Silver Fittings, and White Enamelled Pail.

Price \$21.50.

No. 2.—Fitted with Mahogany Polished Top, Brass Fittings, and White Enamelled Pail.

Price \$18.50.

No. 3.—Fitted with Stained Walnut and Brush Polished Hardwood Top, Brass Fittings and White Bath Enamelled Pail.

Price \$14.75.

No. 5.—Fitted with Mahogany Stained and Brush Polished Hardwood Top, Brass Fittings and Electro-Galvanized Pail, very serviceable and acid resisting.

Price \$14.50.

**Wm. POWELL, Ltd.,
Alexandra Buildings,
HONGKONG.**

Hongkong, 13th July, 1906.

Intimations.

**K. A. J. OHOTIRMALL & CO.,
8, D'AGUIAR STREET.**

NEWLY OPENED SILK STORE.

**Indian, Chinese and
Japanese Silk Goods.**

Just Arrived.

SOCKS (Linen) LADIES' AND GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.
SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES, GLOVE BOXES.
MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA SERONGS.
MANDARIN COATS, COTTON SHIRTS.
SILK LACE SCARVES AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [530]

**THE WEST POINT BUILDING
COMPANY, LIMITED.**

AN INTERIM DIVIDEND of Dollars Two per Share for the six months ending 31st June, 1906, will be payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th instant to the 25th instant (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ltd.,
General Agents for the West Point Building Co., Ltd.

Hongkong, 13th July, 1906. [730]

**THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY,
LIMITED.**

AN INTERIM DIVIDEND of \$3.50 per Share for the six months ending 30th June, 1906, will be payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOK of the Company will be CLOSED from the 16th instant to the 25th instant (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 10th July, 1906. [718]

**HONGKONG HIGH-LEVEL TRAMWAYS
COMPANY, LIMITED.**

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road Central, Victoria, Hongkong, on TUESDAY, the 31st day of July, 1906, at 12 o'clock Noon, when the following Resolutions which were passed at an Extraordinary Meeting of the Company held on Saturday, the 14th day of July, 1906, pursuant to the Order dated the 28th day of March, 1906, made by the Supreme Court of Hongkong in its Original Jurisdiction in Action No. 371 of 1905, will be submitted for confirmation as Special Resolutions:—

1. That the Special Resolution being the Fourth in Number passed and confirmed at Extraordinary General Meetings of this Company held on the 3rd and 20th days of June, 1905, respectively, together with all Agreements entered into thereunder and particularly the Agreement in writing bearing date the 18th day of October, 1905, made between the Company and its Liquidators (John D. Humphreys & Son) of the one part and the Peak Tramways Company, Limited, of the other part be and the same are hereby rescinded.

2. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the Peak Tramways Company, Limited, of the other part be and the same are hereby approved and that the said Liquidators be and they are hereby authorised pursuant to Sections 61 and 702 of the Companies Ordinance, 1865 to enter into an Agreement with the said "Peak Tramways Company, Limited," in the terms of the said Draft and to carry the same into effect with such (if any) modification as they may think expedient.

Dated 16th July, 1906.

**JOHN D. HUMPHREYS & SON,
General Managers.** [718]

**THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.**

NOTICE TO SHAREHOLDERS.

THE EIGHTIETH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 14th August, at Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 14th August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Acting Secretary.

Hongkong, 19th July, 1906. [749]

Auctions.

PUBLIC AUCTION.

**THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,**

the 21st July, 1906, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,
About 30 Piculs of CASSIA.

TERMS:—As usual.

**HUGHES & HOUGH,
Auctioneers.** [748]

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction,

ON

TUESDAY,

the 24th July, at 12 o'clock Noon,

The Hulk "MEEANEE," late "SCREW," 3rd Rate, 3,842 tons.

(Late used by War Department as a Hospital Ship).

CONDITIONS OF SALE.

The Hulk will be sold as she now lies in Hongkong Harbour with all Fittings, etc., and about 150 tons of IRON BALLAST on Board, with the exception of the following which will not be sold, viz:—

CHAIN CABLES.

Cables will be removed by the NAVAL YARD when a date for the removal of the vessel has been arranged by purchaser with the NAVAL YARD.

The vessel will be open to Inspection for Seven Days before date of Sale, between 10 A.M. and Noon, and 2 P.M. and 4 P.M. (SATURDAY and SUNDAY excepted).

Inspection Orders can be obtained from the Agent's office.

The Sale will take place on Board. A Steam Launch to convey intending purchasers will leave "Blake Pier" at 11 A.M., 11.30 A.M. and 11.45 A.M. on day of sale.

TERMS:—Cash before delivery; 25 per cent. of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within Seven Days after date of sale.

**HUGHES & HOUGH,
Auctioneers to the Government.**

Hongkong, 17th July, 1906. [717]

To Let.

HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, Unfurnished, as Offices or Chambers.

Apply to—

**THE SECRETARY,
Hongkong Hotel Co., Ltd.**

Hongkong, 9th July, 1906. [714]

TO LET.

TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.

Floor Area 6,100 square feet each.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 20th January, 1906. [147]

TO LET.

**NO. 16, HOLLYWOOD ROAD, and
2, OLD BAILEY.**

Apply to—

**ARRATON V. APCAR & Co.,
45, Wyndham Street.**

Hongkong, 2nd July, 1906. [694]

SHAMKIN, CANTON.

TO LET.

NO. 2, WEST END TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 5th July, 1906. [703]

TO LET.

"HAYTOR," THE PEAK.

Immediate Possession.

OFFICES IN KING'S BUILDING and YORK BUILDING.

GODOWNS ON PRAYA EAST.

A HOUSE IN CLIFTON GARDENS, Conduit Road.

A HOUSE IN RIFON TERRACE.

FLATS IN MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 30th December, 1905. [74]

For Sale.

FOR SALE.

WELSHACH'S IN-DOOR & OUT-DOOR 4" LIGHT GAS ARC LAMPS, Do. BOXED LIGHTS. Do. HARP LAMPS. Do. MANTLES, CHIMNEYS, CLOTHES, SHADES, &c., &c., and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

WELSHACH'S is the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

**TAI KWONG CO.,
100, Des Voeux Road Central.**

Hongkong, 31st July, 1906. [59]

AMERICA'S SHAM.

HER MERCANTILE MARINE.

Writing under the above heading to *The Sun* (New York) recently, a correspondent says:—"The question of subsidy for our merchant marine is one that should interest every American citizen, and those of us who have seen this very important branch of our commercial life dwindle without any apparent effort on the part of our statesmen to check its all too rapid decline have been filled with the deepest regret. It cannot but fill with dismay any thinking person to see our supremacy vanish before the systematic and continued aggression of foreign nations."

A New York daily which makes a specialty of marine information consistently oppose the granting of subsidies to the American merchant marine, and one of the arguments advanced has been that the returns from investments of this nature have been so small that they would not interest the American investor.

This contention was embodied in a long article in that paper, and on the opposite sheet was a report of the Hamburg-American Line showing net earnings for the previous year to have been 10 per cent., after charging large sums to depreciation and for betterments in the shape of new vessels to take the place of those of its fleet which were becoming obsolete by reason of the march of improvements in ship-building.

The inconsistency of this contention is manifest to any thinking man, and the growth of the Hamburg-American Line not only amply refutes this argument, but has done more to extend the commercial influence of Germany than have her wars of the last fifty years; and as we have reached the point in our commercial career where we are compelled to seek foreign markets, it behooves our Government to give every possible encouragement to American shipping and shipbuilding.

Another glaring inconsistency is the taxing of American bottoms used in trans-oceanic trade, whereas, owing to treaties with foreign Powers (Holland, for instance) boats of other nations are permitted to enter New York without paying a tonnage tax, while American vessels plying between America and foreign ports pay five assessments a year, based on a rate of six cents a ton on the net register tonnage of their vessels.

It is not better to illustrate the decadence of American shipping than to state that there has been recently organized in New York an American steamship company (Zotti Line), whose first ship, the Brooklyn, which sailed from here in October, was the first American ship to touch at Mediterranean ports in sixteen years. In fact, on the arrival of this vessel in Italy the American Consuls confessed that, as they had never had any experience in this respect, they did not know how to enter or clear the vessel until they had looked up their office records. Can you imagine a fall greater than this?

THE ATLANTIC YACHT RACE.

THE NEW YORK YACHT CLUB'S QUANDARY.

That unconquerable British champion, Sir Thomas Lipton, is eager to make another attempt to "lift" the America's Cup, says a leading New York paper, but the New York Yacht Club will not listen to him. This is a crude summary of the situation, which seems to call for some explanation. The significant fact in the history is that, since the last contest for the old Cup, the New York Yacht Club has adopted a new rule of measurement for time allowances.

This rule is intended to discourage the building of yachts consisting largely of overhangs fore and aft. It is meant to make it undesirable to build yachts which the moment they keel over under the pressure of the breeze, sail on water lines far longer than those ascertained by the measurer before the race. It aims to encourage the production of substantial vessels only a little longer over all than on the water line and possessed of girthy of hull enough to contain cruising accommodations.

Several yachts designed under the new rule have already shown themselves to be fast and weatherly craft, quite able to cope with the so-called racing machines. Sir Thomas Lipton desires to come after the Cup with a yacht of this new type. He believes that the limit of lightness, not to say flimsiness, of construction in the old type has been reached; and he holds that under the new rule the challenger, which must be built strongly enough to cross the Atlantic, has a fairer chance. He therefore desires to challenge under the new rule.

But the men who have borne the burden of defending the America's Cup have had enough of the task. They do not yearn for the privilege of building, tuning up and maintaining a new defender. They point with pride to the *Reliance* and declare that she is fast enough to beat any yacht that can be built in Great Britain, provided the races be sailed under the rule of measurement for which she was designed.

Unfortunately, the new rule would compel the *Reliance* to pay such tribute in the shape of time allowance that a challenger built under this rule would be almost certain to win. A strong and active party in the New York Yacht Club is holding out against the acceptance of a challenge under the new rule, which represents the advanced thought of practical yachtsmen on the question of handicapping racing vessels.

The position in which the club finds itself commands sympathy. If it refuses finally to accept a challenge under the new rule it nullifies the work of its own committee and presents itself before the public as seeking an excuse to avoid trouble and expense. It is highly improbable that the New York Yacht Club, an organization of ardent advocates of yacht racing, will support the demands of the stand patters. Such action would work irreparable injury to the prestige of the club.

Entertainment.

HONGKONG VOLUNTEER CORPS.

**A GRAND PROMENADE
CONCERT**
will be held on the
VOLUNTEER PARADE GROUND,
TO-MORROW,
(ATURDAY), July 21st, at 9.15 P.M.

Tickets: (Price \$2 and \$1)
Can be obtained from Volunteer Head Quarters,
(near Hongkong Club) and from the
Robinson Piano Company.
Hongkong, 20th July, 1906. [731]

Intimations.

HONGKONG GYMKHANA CLUB.

THE Fourth Meeting of the Season will be held at the Happy Valley, 10-MORROW, the 21st instant, commencing at 4 P.M. The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

The Committee invite the Ladies of Hongkong to be present.

Post Entries will be accepted for Events Nos. 2 and 4.

**C. G. MACKIE,
Hon. Secretary.**

Hongkong, 20th July, 1906. [743]

NAVY CONTRACT.

TENDERS are invited for the SUPPLY OF MISCELLANEOUS MATERIALS (Firewood, Lime, White, Charcoal, etc., etc.), from the 1st August, 1906, to H.M. Dockyard, Hongkong.

Forms of Tender can be obtained on application to the Naval Store Officer, H.M. Dockyard, and should be returned not later than the 23rd July, 1906.

A Deposit of One Hundred Dollars (\$100) will be required when applying for tender forms. This will be returned if the tender is declined.

Hongkong, 18th July, 1906. [741]

S.S. "LAISANG" GENERAL AVERAGE.

ARRIVED Hongkong 8th December, 1905, from CALCUTTA, PENANG and SINGAPORE. On FIRE 29th November, 1905, between SINGAPORE and HONGKONG.

ALL CLAIMS to be included in the above General Average must be forwarded to Messrs. JARDINE, MATHESON & Co., Hongkong, General Managers, Indo-China S. N. Co., Ltd., before 31st July, 1906; otherwise they will not be recognised.

Hongkong, 16th July, 1906. [735]

WANTED.

BY a Young Lady a situation as TYPIST. Open for immediate engagement.

Apply to—

"N. Y. Z.,
C/o This Paper.

Hongkong, 11th July, 1906. [720]

NOTICE.

WE hereby beg to notify our Customers that **WE CANNOT ACCEPT MORE THAN TWO DOLLARS** in Subsidiary Coins in payment of your accounts **AND OUR SHROFFS HAVE BEEN INSTRUCTED TO ADHERE STRICTLY TO THIS RULE.**

**A. S. WATSON & CO., LD.,
Hongkong, 3rd July, 1906.** [697]

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters, viz:—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,

**W. BOWEN-ROWLANDS,
Secretary.**

Hongkong, 6th July, 1906. [709]

A. CHAZALON & CO.

JUST UNPACKED.

A NEW Consignment of the following:—

ANCHOVY (Norwegian) in Kegs.

SALMON BELLIES " "

SALTED HERRINGS " "

" MACKARELS " "

GERMAN SAUSAGES in Tin (Assorted).

" " in Skins.

" ASPARAGUS.

" VEGETABLES (Assorted).

FRENCH FRUITS in SYRUP (Assorted).

" STUFFED OLIVES.

" ANCHOVY in OIL (Bouillers).

ALSO

PASCAL'S ASSORTED SWEETS and TOPPERS.

Hongkong, 12th May, 1906. [61]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic feet of **COLD STORAGE** available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

**WM. PARLANE,
Manager.**

Hongkong, 22nd June, 1905. [71]

Intimations.



**THE POPULAR
SCOTCH
IS
"BLACK & WHITE"**



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING

and

Announcements.

A. S. WATSON & CO.,
LIMITED.BULL DOG BRAND
LIGHT ALE.QUARTS, PINTS
AND
SPLITS.

THIS ALE, brewed expressly for ROBERT PORTER & Co., Ltd., is bottled under a Special System which enables the best Characteristics of a Good ENGLISH ALE to be Combined with Extreme Lightness of Character and a practical FREEDOM from SEDIMENT a result hitherto deemed unattainable.

Per Case of 4 Doz. Quarts \$18.00 Per Doz. \$4.50

" 8 " Pints 24.00 " 3.00

" 12 " Splits 27.00 " 2.25

SOLE AGENTS

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

Hongkong, 19th July, 1906.

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL.

BEER

PILSENER.

CROWN LABEL.

\$13.00

Per Case of 4 Dozen Quarts.

\$19.50

Per Case of 8 Dozen Pints.

CASH LESS 10%.

CREDIT LESS 5%.

Hongkong, 20th June, 1906.

NOTICE.
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any reported M.S. nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$12 per annum.
The rates for quarter and per annum, proportionately. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.00 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies. Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 20, 1906.

THE CHINA ASSOCIATION AND THE "SAINAM" AFFAIR.

One of the faults of the Hongkong branch of the China Association, as it appears to the outsider, is the comparative privacy under which its proceedings are conducted. As a rule, the efforts of the society to maintain British prestige and international rights in the Far East only come to light when the "proceedings" are published, which means that months elapse between the date of the communications to London and the public statement. This was particularly noticeable in the case of the currency last year, when the judgment of the Association would have been invaluable as a guide to the community. That the Association is a living and vital force in the Colony and that it is not disposed to ignore questions which are matters of the moment is shown by the fact that an extraordinary general meeting has been called for to-morrow to discuss "the question of piracy on the West River." And not only are the members to sit in conclave on this all-important subject but the Press has also been invited to attend. Undoubtedly a question which affects most people in Hongkong should be discussed by a responsible and authoritative body such as the China Association, but it could never be properly or fully ventilated except through the medium of the Press. It is in a spirit of the utmost modesty that we claim to have been the original means of bringing this outrage to the knowledge of the public, and we hold that the Hongkong branch of the Association, in recognising the value of the Press, (which is public opinion) is acting in a manner that will commend itself to all its well-wishers. In ordinary matters of detail the Hongkong branch may discuss and decide in camera, but the Sainam affair is of world-wide importance, for it affects every nation which dreams of dealing with the treaty ports of the West River, or, rather, of South China. This piracy of the Sainam was committed on a vessel flying the British flag, but there is evidence to prove that had the ship been under the flags of France, Germany, the United States, or any other Power, the result would have been the same. It was a premeditated act which cannot be shelved on a plea of non possumus. No doubt the Chinese authorities will make a show of attempting to capture the pirates. Expeditions will be sent here, there and everywhere and some miserable malefactors, who, possibly, had nothing to do with the affair will be caught, but the ringleaders will escape, as they have done before, and in time the matter will be forgotten altogether in the interest concentrated on immediate events. It is eminently satisfactory, therefore, that the Hongkong members of the China Association are taking the matter up, because with the powerful backing they have at St. James's they may succeed in putting an end once and for all to the licence of desperadoes who rule the West River and the Canton delta. The resolutions adopted should convince the London members that the time for action has arrived, that there must be no more dilly-dallying, that there should be a systematic patrol of the main waterways of South China in order that the pirates and their parasites may be rooted out, and that the Admiralty should be informed of the necessity of drastic measures being adopted. Great Britain should take the initiative in purging the West River of the lawless bands which infest the district and terrorise the inhabitants ashore and the dwellers afloat; and it is certain that once a firm front is shown by the British naval authorities the other countries which maintain gunboats at Canton would not be slow to follow the lead of the premier country. The Hongkong branch of the China Association can achieve great results if the matter is presented clearly to the central body, and all who have followed the Sainam prayer will read with interest the proceedings at the meeting to-morrow. At the same time, the fact that the China Association here has taken up the question does not preclude the Chamber of Commerce from dealing with the matter, and we trust that representations will be made by that body to the united Chambers in the British metropolis.

LOCAL AND GENERAL.

A TOKIO message reports that an International Wireless Telegraphy Conference will be held at Berlin in October.

ACCORDING to an Oakland despatch of 16th inst., the British cruiser *Umbria* has gone ashore at Kingston, Jamaica.

THE man Payne, who was tried at the Criminal Sessions, yesterday, for an unnatural offence, was found guilty, and sentenced to penal servitude for life.

THE *Asahi* observes that, owing to the keen competition now going on between the Nippon Yusen Kaisha and Messrs. Butterfield & Swire in Eastern waters, the freight on tea-boxes from Japan to China and India has declined to the extraordinary figure of Y2.50 per ton.

A *foji* employed by the Conservancy contractor at the Peak, was again placed before Mr. F. A. Hazeland, at the Police Court this morning, for dumping night soil into the drains, near the Peak Hotel, this morning. A *hokong*, who made the capture, testified to the facts of the case, and his Worship imposed a fine of \$15.

A COOLIE, residing at No. 16, Jubilee Street, was charged this morning at the instance of Sergeant Grant with being in unlawful possession of two rifles, without a permit from the police. Defendant said the guns were brought to Hongkong from the interior. A fine of \$10 was imposed, and an order for the confiscation of the rifles was issued.

A REPORT was made at No. 7 Police Station yesterday to the effect that robbers had effected an entrance to the Standard Oil Company's godowns, at No. 39, Charter Street, on the previous night, and several slabs of wax, valued at \$50, stolen. The police inspected the premises and found that the robbers had entered the godowns from the staircase.

A YOUTH, twelve years of age, was charged at the instance of Inspector Ritchie, before Mr. H. H. J. Gompertz, to-day, with snatching fifty cents' worth of coppers from a servant girl yesterday. It was stated that the girl was on her way to the market, and held the money in her hand. Defendant rushed up to her, grabbed the money and ran, but was called up by not many yards away. He pleaded guilty to the charge, and his Worship ordered him to receive ten strokes with the birch, and to be confined in goal for three days.

A FORTY-FOUR named Louis Mantopill, a seaman, on board s.s. *Saiten*, came before Mr. H. H. J. Gompertz, at the Police Court this morning, being charged by P. C. Watt with having in a disorderly manner while drunk in Western Street, during the small hours this morning. The officer who made the arrest said that defendant was very disorderly. Defendant admitted being "boozed," but denied that he was disorderly, saying that he had only two bottles before he went out. He did not, however, mention what were the contents of those he had. His Worship imposed a fine of \$15.

IN recording the collision between the steamers *Athenian* and *Apfalache*, the *Japan Advertiser* states that some of the *Athenian's* passengers quickly availed themselves of the sailing of the *Doric* at 3.30; tickets were interchanged and baggage transferred. One lady passenger, who had been summoned by cable to America, announcing the serious illness of her daughter, was most unfortunate. The changing had been made of all her baggage from the *Athenian* to the *Doric*, and within a hand bag, fastened to her waist she had her tickets, jewellery and all her money. As she stepped on the gangplank the strap broke which fastened the bag, and all the contents fell into the sea; this last accident was most disheartening and without money, ticket or steamer the unfortunate lady had to return to Yokohama in the launch.

THE master of a dust-boat was placed before Mr. F. A. Hazeland, at the Police Court, to-day and a fine of \$15 was imposed for assaulting a coolie. Yesterday afternoon two coolies, carrying a large basket of rubbish, went down to the Praya in Connaught Road, West Point, to deposit the rubbish in the dust-boat which was anchored near the Praya wall. They were about to cross the plank to get on board the boat when they were stopped by the defendant and ordered to throw the rubbish into the harbour. This request the coolies refused, and they were attacked by the defendant and another. A fight ensued in which the master of the dust-boat swung a bamboo pole freely, doing some damage to the complainants. A policeman arrived before further damage could be done, and arrested the master of the boat.

"It is simply disgraceful that a white woman like you should make a show of yourself in the public streets of Hongkong." Thus remarked Mr. H. H. J. Gompertz, at the Police Court this morning, to a European woman, who put in her second appearance at the Court, for being drunk and disorderly in the public street yesterday. She admitted that it was her second offence, and added that she made her living by drinking. She was a barmaid in a hotel in town, and she was paid according to the number of drinks she sold, and she emphasized the fact that she had to send away \$40 each month for her son. This brought forth the caustic remark of his Worship mentioned above. She promised that it would be her last offence, and said that she would leave the Colony. "You were going to leave the Colony the last time you were here, but you have not gone yet," replied the magistrate. She was fined \$10, with the option of fourteen days' hard labour, and to be bound over in the sum of \$100 to be of good behaviour for three months.

THE HO MIU LING HOSPITAL.

THE NEW BUILDING.

DESCRIPTION OF THE ADJUNCT.

The site of the Ho Miu Ling Hospital is immediately to the east of Breezy Point and is an ideal one for purposes of an hospital, and was given to the trustees by the Government. The lot has wide roads on the north and south sides, and Crown land adjoins on east and west, so that it is thoroughly isolated and open on all sides. The buildings were erected at the expense of Mrs. Wu Ting Fang, sister of Hon. Dr. Ho Kai, C.M.G., and have been so designed that direct natural ventilation is obtained through all the wards, and the requirements of light and air set forth in most recent Ordinances have been exceeded. The site has been formed by building large stone retaining walls on the north and east sides and then the necessary filling in was made to bring up to the present levels. The entrance from the road is by an iron gate at the highest portion of the site, and a few feet below the level of the ground story.

The main buildings have wide verandahs along the whole of the front on each storey, upon which convalescent patients may bask in good weather, and from which views of the harbour and Kowloon may be obtained. The ground floor is taken up by two large general wards opening out of the central faneled hall. The wards are well lighted and ventilated, and accommodation is provided in the two wards 11 and 12 beds. Centre heating arrangements conforming to the latest approved ideas have been made in each ward. There are not any cellines, and consequently rats and vermin cannot make their homes between floors and ceilings, to the detriment of the well-being of the occupants of the Hospital.

Bath rooms and lavatories are situated at the end of the wards, and separated from same by thick walls. An easy stairway leads to the first floor which is divided into six private wards, wardmaster's room, doctors' room, and operating room and three rooms for dressers and clerks. The roof is open without a ceiling, but the under-side of the pulleys are lined to prevent the fall of dust from the tiles; extra height is thus obtained and consequent coolness for the wards.

The operating room has a skylight in addition to large windows to the verandah, and has a tiled floor, adequate water supply, and up-to-date fittings. The operating table has been selected by Dr. Gibson and was presented to the hospital by the architect, Mr. John Lemm. The first floor wards have similar bath and lavatory arrangements as to ground floor, and special external sanitary steps communicate to these conveniences from the ground level. All the floors of the wards are of hardwood and are beewaxed, and to the lavatories and bath rooms ferro concrete rendered floors have been used.

From the main stair landing a bridge leads across a wide open space to the students' room, and thence access is obtained to a flat roof over part of the servants' quarters, forming a terrace for use of the students. At the rear of the ground floor and separated from same by a wide open space are the laundry, servants' rooms, mortuary, kitchen (with large furnaces and boilers and iron lined ceiling) and a room which may be used for disinfecting, etc. Standing alone on the east of the servants' quarters is an isolation ward, with ventilated roof, large windows, and cement concrete floors. Under the eastern main ward is a storey which contains a well-fitted up dispensary, dispenser's room, store room, attendants' room, and a large room which will be suitable for a recreation and reading room for convalescents; bath-room and lavatory accommodation is also provided in this storey.

The whole of the site has been paved with concrete, rendered with cement, and the channels, downpipes, and drains are all of approved types. Plans and specifications were prepared and buildings carried out under the supervision of Mr. John Lemm, F.R.A.M.C., SAN. I. architect.

A MAFOO in the employ of the Loong Fie Horse Repository, East Point, was this morning at the Magistracy, ordered by Mr. F. A. Hazeland to pay a fine of \$5, for leaving a horse and carriage on the road, near the race-course, unattended, on the 15th instant.

NINE coolies from a cinder-boat and three coolies, including the master, of a dustboat, were all paraded before Mr. F. A. Hazeland, at the Magistracy this forenoon, being charged with dumping rubbish in the harbour, yesterday. Evidence was taken, and all of the defendants, but one, were fined \$50 each.

By kind permission of Lieut.-Col. A. G. Fitton, D.S.O., and Officers, the Band of the 2nd Batt., "The Queen's Own" (Royal West Kent Regt.) will play the following programme of music, during dinner, at the Hongkong Hotel, on Saturday, 21st inst.:—
March—"Aves Applaud"
Overture—"Mirella"
Valse—"Gounod"
Valse—"Toussaint"
Berceuse—"The Duchess of Brantôme"
Incidental Music—"Henry VIII."
Duet—"M. de l'Inde"
Fantasia—"In Cooland"
God Save the King.

A COOLIE and a woman were arrested in First Street, West Point, yesterday afternoon, by Sergeant Gordon, for fighting. They were removed to No. 7 Police Station, and on searching the coolie a fighting iron was discovered under his coat. They were both placed before Mr. H. H. J. Gompertz this morning. The defendants admitted the charge of fighting. As regarded the charge of being in unlawful possession against the coolie, he said that the woman was going to strike him with it so he grabbed it from him, put it under his coat, and turned his attention to the woman. His Worship fined both defendants \$5 each for fighting. An extra fine of \$10 was imposed on the coolie for having the "iron" on his person.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

CHINESE COMMISSIONERS.

RETURN TO THEIR OWN LAND.

[From Our Own Correspondent.]

Shanghai, 20th July,
12.30 p.m.

The Commissioners appointed to visit America and Europe to obtain knowledge regarding Western institutions have returned.

They were met by Tso Tai Tuan Fang.

[Reuter's.]

The Education Bill.

LONDON, 18th July.

An exciting debate took place in the House of Commons, on clause No. 37 of the Education Bill, for establishing a Welsh education authority styled the Council of Wales.

Mr. Lloyd-George intimated, in reply to Unionist criticisms, that the Government was prepared to appoint a Minister for Welsh education.

Mr. Balfour designated the grave constitutional change proposed, at such short notice, under the guillotine, a deliberate insult to the House.

The proposal was carried by 279 to 50, and clause 37 adopted by 395 to 107.

Later.

Obituary.

The death of Lady Curzon is announced.

The King's Visit to Canada.

The King has regrettably declined the invitation of Canada.

His Majesty, in his reply, alludes to the extent of the Empire and the importance of affairs necessitating him being within easy reach of the centre.

The Egyptian Garrison.

An immediate survey of the garrisons in Egypt and the Sudan has been ordered with a view of estimating the increased accommodation required for British troops.

The South American Republics.

Guatemala and San Salvador, who have been fighting with great slaughter, have been induced by President Roosevelt to agree to an armistice, and to appoint a peace commission to meet on board of the U. S. cruiser *Albatross*.

ADMIRAL MOORE IN TOKYO.

IMPERIAL AUDIENCE.

On the morning of the 9th inst. Admiral Moore and the principal officers of the British squadron were presented to their Majesties the Emperor and Empress by Sir Claude MacDonald, the British Ambassador. Admiral Moore and party were met at Shimabashi by Admiral Saito, Minister for the Navy, Commander Morioka, and other gentlemen. After visiting the Navy Department and Admiral Togo, Admiral Moore and party drove to the Imperial Palace, where they were presented to their Majesties at 11.50 a.m., afterwards dining with his Majesty.

There were present, besides the British officers, Sir Claude MacDonald, British Ambassador, Marquis Tokudaiji, Admiral Saito, Minister of the Navy; Viscount Hayashi, Minister for Foreign Affairs; General Okasawa, Chief Aide-de-camp to the Emperor; Prince Iwakura, and a number of officials.

In the evening Admiral Moore and his officers attended a dinner given at the Naval Officers' Club at Tsukiji by Admiral Saito, Minister for the Navy. Besides the principal guests there were present over 100 officers of the Navy and Army and officials, including Admiral Viscount Ito, General Kodama, General Kawamura, and Admiral Kaninura. The Mini ter for the Navy submitted the toast of his Majesty King Edward, and Sir Claude MacDonald proposed the health of his Majesty the Emperor.—*Japan Chronicle*.

Eleven coolies were arrested at No. 17, Torsion Street, West Point, last evening, for gambling on the premises. The first defendant was charged with keeping a common gaming house. In another raid seven men were arrested in No. 42, Graham Street, last evening, and they were arraigned before Mr. H. H. J. Gompertz on similar charges. The leaders in both cases were fined \$20 each, while the remainder had to pay \$2 each.

THE WEATHER.

The following report is from Mr. F. C. Figg, First Assistant of the Hongkong Observatory:—On the 20th at 12.15 p. The barometer has fallen over S. Japan and the Looshoos, and is little changed elsewhere.

The depression is elongated and stationary. It extends over the N. part of the China Sea and the Pacific towards the S.E. of Formosa. At typhoon may form in the depression: It appears most likely to do so in its Eastern extremity.

Fresh NE. winds are indicated in the Formosa Channel and along the Northern shores of the China Sea.

Forecast:—Moderate NE. winds, squally, showery.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

CANTON-HANKOW RAILWAY.

VICEROY'S REFUSAL.

INTERESTED IN PEKING-KALGAN RAILWAY.

[From Our Own Correspondent.]

Shanghai, 20th July,
12.30 p.m.

Viceroy Yuan Shih-kai has declined, it is reported, to allow Jome Tien-yu to act as engineer-in-chief of the Canton-Hankow railway.

His Excellency states that he requires the engineer to take charge of the Peking-Kalgan line.

DISASTROUS FIRE.

500 YOKOHAMA HOUSES GUTTED.

[From Our Own Correspondent.]

Shanghai, 20th July,
12.30 p.m.

A disastrous fire has occurred in Yokohama.

Five hundred houses have been utterly destroyed.

CLAIM FOR RENT.

REVISION OF JUDGMENT.

In Summary Jurisdiction this morning his Honour Mr. A. G. Wise, Puisse Judge, gave his decision in the case in which the Sham-shui-po Land Investment Co., Ltd., sued Wong Kwai for recovery of the sum of \$292.20, being the amount of arrears of rent due from defendant to plaintiff, in respect of Lot No. 2,335, situate in the New Territories.

His Honour said when this case came on before him it was informally brought to his notice that, under Ordinance 3 of 1905, he had no jurisdiction in such a case. The defendant did not appear, and judgment was given against him as usual in such a case, as his Honour considered that he had jurisdiction. A summons was then taken out by the defendant's solicitor for the case to be restored to the hearing list, and subsequently there was a change of solicitors, but the question was the same and he might reply by a simple refusal. However, he thought it better to give some reasons. He had stated that in his opinion the words in the section "proceedings relating to land" referred to title only, and on that assumption he gave his decision. The defendant's solicitors argued that under the Ordinance the jurisdiction of this Court was ousted with reference to actions for rent. He had previously held that the words quoted did not *per se* include actions for recovery of rent, and he was still of that opinion. It was urged that those words were to be construed in conjunction with the definition of the word "land" in section 2, sub-section 2, which describes it as "any interest in land," and it was argued that rent was such an interest. Also the words in section 6 to the effect that all disputes in connection with or arising out of or regarding land should be dealt with by the Land Officer showed that this Court had no jurisdiction, and that it was the general intention that all such matters should be dealt with by the Land Officer. If that was the intention the Legislature ought to have expressed it. His Honour then quoted the authorities cited, and said in 1824 there was a case in which it was held that an action to recover rent is not an action to enforce a contract or liability affecting land. That was his view of the law, and he would accept it until he was proved to be wrong. His opinion was that the Ordinance was only intended to give the Land Officer the power to deal with questions of title. It was possible that the Ordinance may have been intended to give him power to deal with questions of rent, but the material word "income," which included "rent," was left out, which clearly showed that it did not include rent. On the whole his Honour thought he had jurisdiction, and he dismissed the application, which seemed to be out of order in any case, with costs.

As was to be expected, President Roosevelt has not forgotten the great dyed-dove, Dewey, or the officers and men who brought it out. Admiral Train has received a message from the Secretary of the Navy, in which he states that President Roosevelt has directed him to congratulate all the officers and men who were in any way connected with the herculean task, on the success of their achievement in bringing the *Dewey* safely to its desired haven, overcoming the dangers of the deep, and adding another laurel to Columbia on the water.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Aravatoon Apar*) 22nd inst.
French (*Ernest Simons*) 23rd inst.
Indian (*Kutlung*) 24th inst.
Canadian (*Empress of China*) 24th inst.
American (*America Maru*) 27th inst.

The N. Y. K. Bombay Line's *Kagoshima Maru* left Singapore for this port on 19th inst., and is expected here on 25th inst.

The Imperial German Mail s.s. *Prinz Sigismund* left Nagasaki on 19th inst., at 4 p.m., and may be expected here 23rd inst., at 6 a.m.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Nagasaki at 7 a.m. on 19th inst., and left again at 3 p.m., same day, for Shanghai, where she is due to arrive at midnight on 20th inst.

TELEGRAM

"HONGKONG TELEGRAPH" SERVICE.

ANOTHER PIRATICAL ATTACK.

SILK JUNKS FIRED ON.

A PITCHED BATTLE.

PIRATES BEATEN OFF.

[From Our Own Correspondent.]

Canton, 20th July.

An attack by pirates has been made on a fleet of five junks, in tow of steam launches, on the way to Canton.

The junks were fired on from the shore, just below Kowloon.

The pirates' volleys were returned by the attacked fleet.

An eye-witness relates the pitched battle which ensued resulting in the pirates being beaten off.

THE ITALIAN CONSUL.

PRIZE DISTRIBUTION.

THE GOVERNOR ON MEMORIAL.

After His Excellency the Governor had presented the prizes to the successful pupils according to the list we published last evening, Sir Matthew Nathan addressed the company present as follows:—My Lords Bishops, Ladies and Gentlemen, I am sure you will join with me in expressing the regret we feel that the Rev. Mother Superior has been prevented by illness from being present with us here to-day. I think you will also wish to thank with me the Sisters and girls for the pleasing performance we have witnessed this afternoon. I am glad to say that the very favourable report furnished by the Inspector of Schools. In addition to saying that the school was thoroughly efficient and therefore recommended for the highest grant, he reported the progress made in history, hygiene and needlework to be very good, and that with regard to arithmetic the papers sent in by the senior classes were excellent. These are useful subjects, and according to one of the songs that the girls sang, will make life sweet. The Inspector of Schools pointed out, as it was his duty to do, various weak points. He mentioned that the small girls helped each other at the examination (laughter). They must not do that again. He said more importance should be given to the details of geography, and I am sure the Sisters will bear that in mind. He also remarked that the spelling of the small girls was not as good as it might be. That is not perhaps surprising when you consider the fact. A more serious fault mentioned by Mr. Irving is the tendency he noticed, with regard to several subjects, to learn the lessons by heart without fully understanding their meaning. Undoubtedly the training of the memory is a very important part of education, but the memory should rather be trained with facts than with words and the facts should be understood as well as memorized. It is no doubt easier to learn words than facts, especially if the words are placed in rhythmic sequence. An old idea of teaching history and various other subjects was by putting them into rhyme. It is now recognised that where facts are remembered by the position and sound of the words describing them, rather than by the meaning of those words, those facts are not very likely to be understood, and facts not understood are not worth remembering. I am told there is a girl here who knows the whole of the text of the Government book on hygiene by heart. I do not wish to discourage her zeal, but I think it might have been better if she had spent more time in understanding the facts and less in learning the words. Memory is undoubtedly a great gift of God, but we must look upon reason, which is peculiar only to man, as a greater gift. Memory and reason are not antagonistic, but it is a notable fact that a good memory very often does not go with the greatest power of reasoning. I think it is possible to account for that in this way: if a person has a good memory, any facts he gets hold of he puts into his head, knowing that he will be able to draw them out one by one, if he wants them. If he has not a good memory he knows it is necessary before putting them away in the storehouse of the brain to extract lessons from them so that if he forgets as the facts the lessons which are the essence of them may remain. In other words, power of memory often weakens power of generalisation. This is generalisation which I hope at any rate the big girls will remember so that in another year there will be no suggestion in the report of the Inspector of Schools that more facts are remembered than are understood. Trusting to my memory, I think it was at this school last year I spoke on the subject of English composition. For that reason I propose to give my prize this year to the girl who has done best in this subject. There seems to be some doubt as to who that girl is, but I am told if I give the prize to Miss Henrietta Felices I shall not be far wrong. (The prize was then handed to the winner amidst great applause.) Before I sit down I want to mention the pleasure it gives me to see how in this school every effort is made to give effect to my wishes that hygiene should be thoroughly well taught and learned. I should like to mark my appreciation of this by giving a small library of hygiene works to the Sister whom I know has been very largely instrumental in securing the good teaching of this subject—Sister Melania.

Rev. Fr. de Maria was the bearer of the gift to Sister Melania who accepted His Excellency's gift amid cheers and applause. The singing of the National Anthem terminated the proceedings.

"SAINAM" REVIVED.

FIFTEEN PIRATES CAPTURED.

CAPTAIN CLARKE'S TESTIMONY.

NOTHING LEFT UNDONE TO PROTECT THE PASSENGERS.

We learned to-day that Captain Clarke, the Secretary of the Hongkong, Canton and Macao Steamboat Company, after proceeding on a journey of investigation up the West River had returned to Hongkong. By appointment, a representative of the Hongkong Telegraph had the pleasure of seeing Captain Clarke this afternoon, and many material facts were obtained in connection with the recent outrage on the *Sainam* which have not yet been made public.

With the usual modesty which commends all journalists, the interviewer inquired whether the report which appeared in the *Telegraph* was supported by the facts?

"Your report," said Captain Clarke, "in all the main details is absolutely corroborated by the official report in this office, and I can suggest no correction in the statement."

CAPT. CLARKE'S EXPERIENCES.

Captain Clarke was then asked to relate his experiences on the West River. He stated that he left Hongkong on Tuesday night, and via Canton went to Fuzhou, by the *Sainam*, returning by the Company's steamer *Nahing* yesterday morning, whence he took passage to Hongkong and arrived here last night. Naturally, he first directed himself to the Consul-General at Canton, of whom he spoke in the highest terms. The promptitude with which Consul-General Mansfield took steps in the matter was, in Captain Clarke's opinion, a lesson to those Consuls who manifest little or no interest in their constituents. To use his own words:

"The Consul-General at Canton acted not only promptly but just as the outrage occurred. The Chinese officials also were not ably prompt in the measures they took to secure captures and they have shown great earnestness of purpose in carrying out every detail in co-operation with the representatives of the British Consular officials."

A LARGE GANG CAPTURED.

Up to yesterday afternoon 15 of the pirate gang which looted the *Sainam* had been captured, within a radius of 40 miles from the scene of the crime.

"I think," said Captain Clarke, "that the capture of such a large number will ultimately lead to the arrest of the whole gang." The river, he stated, is now continually patrolled by the *Moanhen*, and after the outrage was reported the *Moanhen* took on board the pilot of the *Sainam* in order that the exact position of the piracy might be located, and to learn the spot where she dropped anchor at the will of the pirates.

THE SNAKE BOAT'S MISSION.

In one detail Captain Clarke said we had erred and that was with regard to the presence of only five junks, which put off from the shore in order to receive the booty. Instead of there being five junks as we stated in our first report, there were a large number of those remarkable snake-boats which at a signal given by the pirates were launched from the shore and sailed to the *Sainam*. These boats were completely manned and to show how carefully planned the affair had been, Captain Clarke said: "I need only mention that on one of the boats there were fifteen men, armed with modern rifles, the pattern of which could not be discovered owing to the darkness. I am convinced that they would have been used against the passengers and crew had any serious resistance been offered. There is not the slightest doubt that the pirates and their adherents intended to make a stiff fight for the booty on the *Sainam* and, if necessary, they would have fought to the end. They stood by, and they certainly would not have gone away but would have fought to the bitter end, and were primarily intended to successfully cover the retreat of their confederates."

THE GUARD-BOAT'S.

A guard-boat was actually stationed on the opposite side of the river when the *Sainam* passed. The fact that the *Sainam* was in the hands of pirates and was headed for an adjoining creek did not concern those on board the guard-boat. At all events, no notice was taken of the unusual course pursued by the British vessel.

In the opinion of Captain Clarke, these guard boats are absolutely useless for protecting or defending the floating trade of the delta. They are really meant for and would be most useful in a riot in the villages along the river, but they certainly fail in their purpose of affording official and efficient protection for the steam traffic along the river.

CLAIM FOR INDEMNITY.

Asked whether it was the intention of the Company to lodge any claim for indemnity against the Chinese Government for the loss and damage sustained by reason of the piracy, Captain Clarke said it was premature for him to furnish any answer to the question, but he had no doubt that the Company was entitled to make a claim against the Government. In his opinion, considering the promptitude with which the Consular officials had dealt with the matter, the British Chargé d'Affaires at Peking must have been informed by Consul-General Mansfield, at Canton, of the affair immediately it had happened. Of course, the Consul-General had also intimated the Viceroy of the outrage as soon as he heard of it.

POLICY OF PROTECTION.

On the general question of the defences against piratical attacks on peaceful traders Captain Clarke said:

"The policy of our Company has certainly been consistent one, as you can tell from the numerous trips you have taken on our ships and from personal observation you have been able to note on each occasion that no precaution whatever is relaxed against

all possible attacks, whether by pirates or by robbers, at any stage of the journey, from the time she casts off her moorings to the moment she gets to anchor at her destination. These measures have been in force ever since the memorable *Spark* tragedy which occurred in 1874.

THE COMPANY'S REGULATIONS.

At this stage of the conversation Captain Clarke indicated to our representative the regulations which are posted in the general office of the Company, one of which (Regulation 7) reads as follows:

"He (the Master) will see that armed sentries are regularly posted on the upper and lower decks at proper posts, in order to guard against any piratical surprise or attack; that the vessel's arms are always in efficient condition and ready for immediate use; that strict watch is kept at all times in port and when under weigh and every precaution taken to protect the safety of the vessel and those on board. He shall keep a regular log and enter therein the customary items and particulars of each trip, and shall on each occasion communicate in writing to the Secretary any circumstances he may observe likely to prove either of general interest or affecting the interests of the Company."

These regulations are framed and posted up on each of the Company's ships.

"You will have observed," said Captain Clarke, "in the course of your numerous journeys with us that our guards and watchmen—in fact, all those whose duty brings them in contact with the deck passengers—are armed to the teeth, and the example you see of those on board the *Heungshan* is typical of that prevailing on board every ship belonging to the Hongkong, Canton and Macao Steamboat Company. You have my authority to deny fully any assertion which might have appeared in print alleging negligence of any sort on the part of the superior or subordinate officers of the *Sainam* on the occasion of the recent outrage."

[Captain Clarke made several other interesting reflections on the West River tragedy, but owing to the limitations of space we are obliged to hold over his further views.—Ed., H. K. T.]

AMERICAN PRESS COMMENTS.

Our well-served contemporary at Manila, the *Cebuensis*, contains full telegraphic despatches relating to the attack on the *Sainam* last week. Commenting editorially on the occurrence, the Manila journal offers the following trenchant criticisms:—

"Pirates on the West River between Canton and Hongkong have not been so common of late years, and they have confined themselves to attacks on junks, launches, and small Chinese craft. Indeed, the story of the last attack on a steamship had almost become a legend, and many Manilans travelling to Canton or Macao have listened with incredulity to the strange tales of the officers of the steamers about the time that Captain So-and-So had to defend his vessel with rifles."

The attack of two days ago, as graphically told in the dispatches to the *Cebuensis*, exceeds for ferocity, daring, and success any in history. It calls for stern and repressive measures. Great Britain will undoubtedly undertake the policing of this region from now on, and will make China pay handsomely for her expense and trouble. Britain has the largest interest at stake in Hongkong and in Canton, but America, with beyond doubt, support England at every step. All kinds of devilry against foreigners in China is growing, since the Japanese conquered China in 1894, and more and more since Japan whipped Russia, the fear and respect for Western people is dying out in the heart of the Chinese."

It may be the waking of the sleeping giant, who for centuries has submitted, somnolently and humbly, to the dictation of Europe and America. But it bodes ill for America especially. If China should come to a realization of her power, and her hundreds of millions of strong, death-disregarding natives should take hold of modern things as have the Western peoples, the Philippines would be in constant menace of seizure and over-running by the hordes of celestials."

That this is the final destiny of the Philippines we do not doubt. America, with a strong government here, and England at Hongkong, might for a half century or more, stand off the Chinese eruption; and they alone can do it. Without a strong government here or the protection of a strong nation, the Chinese would break down the barriers of exclusion, and swamp the Philippines in a few years. The Philippines should think over this seriously. England perceives it, and therefore her alliance with Japan."

SINGAPORE SCHEMES.

LARGE EXPENDITURE INVOLVED.

Financial schemes and financial awards came with such a rush on our devoted heads on Saturday last, writes the *Singapore Free Press*, what with the Governor's loan announcements and the Arbitrators' award in the Tanjong Pagar Expropriation, that one had hardly time to consider what it all meant. True the main features of loans had been discussed before; the amount of the T. P. award had been speculated upon; and estimates had been furnished for harbour schemes, wharf reconstructions and railway extensions. But in the excitement of dabbling in millions of pounds sterling for loans, and tens of millions of dollars for Tanjong Pagar; and calculating the capital in hard cash of our friends who are fortunate enough to hold Tanjong Pagar shares, we were unable to take a general view of the probable finances of the Colony. It is advisable to do so now, and draw up a rough budget. We have first

EXPENDITURE DECIDED ON.
1. Purchase price of Tanjong Pagar £3,325,000
2. Reconstruction of Wharves 1,530,000
3. Harbour Improvements, Singapore 1,250,000
4. River Improvements, Singapore 500,000
5. Harbour Improvements, Penang 150,000
6. Railway Extension, Singapore 175,000
Amount of Loans (about) 6,930,000

The first item will have to be paid almost immediately; the second should be begun as soon as possible; expenditure on item three will begin next year; items four and five ought not to be delayed; the sixth item is already in hand. We want therefore immediately £3,325,000, and during the next eight years £5,000,000 a year (or perhaps £4,000,000 for ten years). Assuming that the Government can borrow at 3½ per cent, with the solidity of the Imperial Government at its back, the interest will be £125,000 the first year, rising, with sinking fund, to £175,000 in subsequent years. Let us now look at possible new

SOURCES OF REVENUE.

1. Revenue from Tanjong Pagar £60,000
2. Riparian owners, Singapore River 5,000
3. Increased Liquor Tax (?) £35,000
4. From current revenue (balance) £75,000
The figures here given are merely approximate, and disregard, for the sake of simplicity, many items of detail. For instance, railway revenue may be expected to increase when the extension to the docks is completed and the opening of the southern end of the Peninsular line. Then for budget purposes, each and every item, already only approximate, may be altered and modified. The object of these remarks will have been attained if they set people thinking of the financial problem set the Colony, and remind them that great public improvements cost money, which has to be found. It is possible that the owners of property on the river bank will look at improvements therein in a different light when they are called up to pay \$5,000 extra assessment per annum. This, however, will bring home to them, and to others, the useful lesson, that nothing is to be got for nothing. Posterity is to be saddled with the bulk of the charges, as it will reap the benefit of them, but the price the present generation has to pay for its insistence and its hope of future reward is an increased taxation, or a curtailment of the money available for current works and services."

CRIMINAL SESSIONS.

WOUNDING.

The Criminal Sessions were continued this morning at the Supreme Court, His Honour the Chief Justice, Sir Francis Pigott, presiding, when Leung Lung was indicted on the charge of wounding one Hok Choi Fun with intent to do grievous bodily harm, on the 20th June, 1905. Prisoner pleaded not guilty.

The following jury was impanelled:—W. D. Kraft (foreman), Charles Edward Warren, H. Elmer, C. A. E. Meyer, C. T. B. Haesloop, F. H. J. Baker, and H. W. Page. The Hon. the Attorney General, instructed by Mr. G. E. Morrell, of Messrs. Denny and Howley, Crown Solicitors, prosecuted, the prisoner being undefended.

The Hon. the Attorney General said that complainant was sleeping in her cubicle on the night of the 20th June, when she was awakened by prisoner who was attempting to cut her throat. She jumped up, and ran away to a neighbour's house for protection, and prisoner followed and wounded her in various parts of her body. It was believed that the woman had been the paramour of the prisoner, and that she had carried on an intrigue with another man, and that was the cause of the wounding. But that had nothing to do with the case, as no man had any right to cut or wound anyone under any circumstances, and it was for the jury to consider how far the prisoner was guilty.

Hok Choi Fun stated that on the 20th June she was living at No. 19, McGregor Street. Prisoner lived in the same house, in another cubicle. She was awakened by the prisoner coming and sitting on her chest, and cutting her, on the neck, and the elbow. Prisoner asked her where her money was, and she pointed to the place where she kept it.

There was a lamp burning in her cubicle so she was able to see the man. She recognized him by his face and his voice as the prisoner. She could not call out, as prisoner stuck a piece of cloth in her mouth, and she became unconscious. When she regained consciousness the prisoner had gone away, and she ran out and called a policeman. They returned to the house and she at once fainted and was carried to the Government Civil Hospital. It was not true that she was the sweetheart of the prisoner. He attacked her to rob her, but she did not know if he'd rob her, because she became unconscious. She knew a man named Li Yeung, but he did not come to her cubicle that night, and they did not attack the prisoner. Li Yeung was a good man, and once saved her life. He never cut prisoner with a chopper.

Witness (to prisoner): What a fool you are; why do you ask me such silly questions? You know you are talking all lies. (To the Court): Please don't listen to his lies.

Li Yeung said he was a baker, living at 46, Praya East. On the 20th June he heard cries of "save life," and then he opened his door and then said the last witness. She was suffering from knife-wounds. He called a Chinese constable and they all went together to the woman's lodging. He knew the prisoner, who lived in the same house. Prisoner was not there when they all got there. At 5.30 a.m. he went with the constable to look for prisoner, and found him on the Yaumati ferry launch, which was just about to leave.

The Attorney General: You are by way of being a friend of the prisoner?

Prisoner (standing): I don't know you. Witness, continuing, said he did not know if there was any friendship between prisoner and the woman. It was not true that he attacked prisoner with a chopper that day. He did not know why the woman ran to his house for protection that day; it was his misfortune; she ought to have run to someone else. Prisoner had no cause to be jealous of him.

Dr. Koch spoke to examining the woman on the 20th June, and found her suffering from weakness on account of loss of blood from a series of wounds. One in the face was a serious wound, and would leave a disfiguring mark. Those wounds were inflicted by a chopper.

The Chinese constable spoke to finding the chopper, and handing it, all blood-stained, to Inspector Gourlay.

To the Court: There was blood all over the woman's cubicle.

Inspector Gourlay spoke to the woman being brought to the Station, and his dressing her wounds. He found some cuts on the back of prisoner's hands, which looked as if they had been done with finger nails; prisoner did not point them out to him.

After his Honour had summed up, the jury retired to consider their verdict.

Upon their return the jury returned a unanimous verdict of guilty against the prisoner.

His Honour said he thought the verdict was right, and under the circumstances he would sentence prisoner to two years' imprisonment, but without hard labour.

This concluded the July Criminal Sessions and the Court adjourned *sine die*.

COMMERCIAL.

TO-DAY'S EXCHANGE.

London—Bank T.T.	2 1/2	5/16
Do. demand	2 1/2	1/2
Do. 4 months' sight	2 1/2	1/2
France—Bank T.T.	2 1/2	1/2
America—Bank T.T.	51 1/2	
Germany—Bank T.T.	2 1/2	1/2
India T.T.	1 1/2	1/2
Do. demand	1 1/2	1/2
Shanghai—Bank T.T.	10 1/2	1/2
Singapore T.T.	10 1/2	1/2
Japan—Bank T.T.	10 1/2	1/2
Yawa—Bank T.T.	10 1/2	1/2

1 months' sight L/C.	2 1/2	5/16
6 months' sight L/C.	2 1/2	1/2
30 days' sight San Francisco & New York	51 1/2	
1 months' sight do.	52 1/2	
30 days' sight Sydney and Melbourne	51 1/2	
3 months' sight France	51 1/2	
1 months' sight	2 1/2	1/2
1 months' sight Germany	2 1/2	1/2
Bar Silver	30	3/16
Bank of England rate	2 1/2	1/2
Sovereign	2 1/2	1/2

To-day's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, JULY 21ST, 1906.

DINNER.

HORS D'OEUVRES.

Sardines on Toast.

ROUPE.

Green Turtle.

FISH.

Baked Fish and Tomato Sauce.

ENTREES.

Bacon and Liver.

Sweetbread Patties.

CURRY.

Goa.

JOINTS, &c.

Roast Sirloin of Beef and Yorkshire pudding.

Roast Capon and Celery Sauce.

Boiled Leg of Mutton and Capers Sauce.

Cold Galantine of Veal and Plain Salad.

SALAD.

Plain.

SWEETS.

Rice Pudding.

Noyau Ice Cream and Finger Cakes.

Topsy Cake.

DESSERT.

Coffee. Fruits. [753]

HONGKONG ICE COMPANY, LIMITED.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1906, of FOUR DOLLARS per Share. DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after THURSDAY, the 2nd August.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to 31st instant, both days inclusive.

JARDINE, MATHESON & Co., General Managers. Hongkong, 19th July, 1906. [752]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong and South American Ports.

PROPOSED sailings from HONGKONG TO CALLAO, LIMA, IQUIQUE, VIA JAPAN PORTS.

"KASADO MARU," 6000 tons, sails on or about August 7th, at Noon.

"GLENFARG," 4000 tons, sails on or about August 25th, at Noon.

(Date of sailing subject to alteration).

Taking freight also to other Western Coast Ports of South America transhipping to the Connecting Line.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

For further information as to Freight and Passage, apply to

K. MATSUDA, Manager, York Building.

Hongkong, 20th July, 1906. [753]

PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Administrator, to sell by

PUBLIC AUCTION.

For Account of the Estate of the late

J. McLACHLAN, on

MONDAY, the 23rd July, 1906, at Noon, at their

Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

SUNDRY GOLD JEWELLERY,

Comprising:—

GOLD WATCH and CHAINS, GOLD

RINGS, STUDS, &c., &c., &c.

TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 20th July, 1906. [754]

Intimations.

THE

ROBINSON PIANO

CO., LD.

MANUFACTURERS

AND

IMPORTERS

OF

HIGH-CLASS

PIANOS,

ORGANS

AND

Every Description

OF

MUSICAL

INSTRUMENT.

OPPOSITE KING EDWARD HOTEL,

HONGKONG.

Hongkong, 16th July, 1906. [38]

AUSTRALIAN

WINES.

H. J. Lindeman's

CAWARRA

CLARETS

AND HOCKS.

"CAWARRA" CLARET

Per Case 12 Bottles\$15.00

Per Case 24 Bottles 16.00

"CAWARRA" HOCK

Per Case 12 Bottles\$15.00

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"ALCINOUS"	26th July.
GLASGOW and LIVERPOOL	"DIOMEDES"	2nd August.
GLASGOW and LIVERPOOL	"TELEMACHUS"	9th "
GLASGOW and LIVERPOOL	"PELEUS"	16th "
GLASGOW and LIVERPOOL	"CHING WO"	23rd "
GLASGOW and LIVERPOOL	"ANTENOR"	30th "
GLASGOW and LIVERPOOL	"CYCLOPS"	6th "
GLASGOW and LIVERPOOL	"BELLEROPHON"	13th "
GLASGOW and LIVERPOOL	"KINTUCK"	20th "

HOMeward.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES & LPOOL	"TEUCER"	29th July.
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	31st "
LONDON, AMSTERDAM & ANTWERP	"ORFÈS"	1st August.
GENOA, MARSEILLES & LPOOL	"CHING WO"	2nd "
LONDON, AMSTERDAM & ANTWERP	"TYDEUS"	28th "
HAVRE, ROTTERDAM & LPOOL	"ALCINOUS"	30th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"TELEMACHUS"	4th August.
ALL PACIFIC COAST PORTS, and	"BELLEROPHON"	1st September.
NAGASAKI, KOBE and YOKOHAMA		

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and	"TYDEUS"	15th August.
PACIFIC COAST		

Butterfield & Swire,
Agents.

Hongkong, 20th July, 1906.

CHINA NAVIGATION CO., LIMITED.

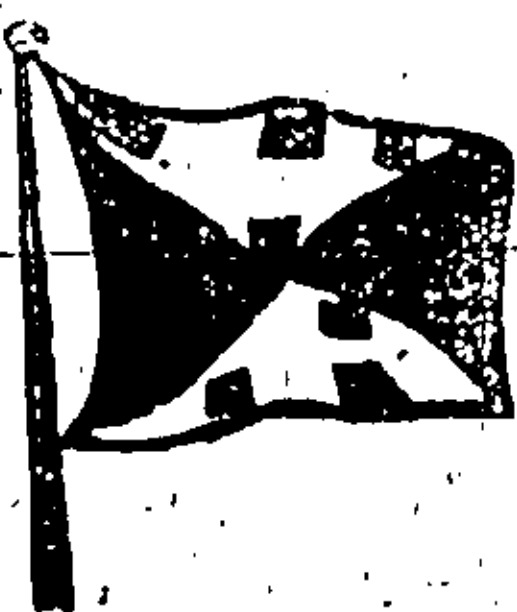
FROM	STEAMERS	TO SAIL
KOBE	"SHANGHAI"	21st July.
SHANGHAI	"KIUKANG"	23rd "
MANILA	"TAMING"	24th "
CEBU and ILOILO	"HUNGKIAN"	25th "
KOBE	"TAIYUAN"	25th "
SHANGHAI	"KASHING"	25th "
SWATOW, WEI-HAI-WEI, CHEFOO	"KWEICHOW"	27th "
and TIENTSIN		
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	11th August.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 20th July, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
KUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 21st July, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 28th July, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 14th July, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"JOHN HARDIE"	20th August.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 10th July, 1906.

Dentistry.

Dr. M. H. CHAUN
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VUEX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1906.

TSIN TING.

LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE
EAST ASIATIC SERVICE.

HOME-LINE.

STEAMERS	DESTINATIONS	TO SAIL
SAXONIA	SHANGHAI, YOKOHAMA AND KOBE	27th July.
*SILESIA	SHANGHAI, YOKOHAMA AND KOBE	3rd August.
*SCANDIA	SHANGHAI, YOKOHAMA AND KOBE	9th August.
*SLAVONIA	SHANGHAI, YOKOHAMA AND KOBE	14th August.
SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	28th August.

HOMeward.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COFERNAGI, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE MEDITERRANEAN, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

STEAMERS	DESTINATIONS	TO SAIL
*SCHWARZBURG	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	24th July.
ALESIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	7th August.
SPEZIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	21st August.
*SILESIA	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	4th September.
*SCANDIA	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	18th September.
SENEGAMBIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	28th September.

This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa, table, two wardrobes, two washstands, electric fan, etc., large elegantly furnished saloons, smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and Washermen.

The "RHEMANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by s.s. "HAINBURG", s.s. "HOHENSTAUFE", s.s. "SCANDIA" and s.s. "SILESIA".

COAST SERVICE.

STEAMERS	DESTINATIONS	TO SAIL
ITHAKA	SHANGHAI and CHINKIANG	Freight and Passengers.
LYDIA	SHANGHAI and CHINKIANG	Freight and Passengers.
DAPHNE	NAGASAKI and WLADEVOSTOK	End of July.

Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.For steamers of the Coast Service marked * to
SIEMSEN & CO.

Hongkong, 19th July, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI via SWATOW	"CHOY SANG"	SUNDAY, 22nd July, Daylight.
SINGAPORE, PENANG & CALCUTTA	"KUN SANG"	TUESDAY, 24th July, 3 P.M.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
These Steamers have superior accommodation for first-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 20th July, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE and YOKOHAMA.FOR
PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Meitenthin	August 14th.
"ARAGONIA"	5,198	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Meisner	September 16th.
"NUMANTIA"	4,370	Feldmann	October 9th.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Manila, Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)
THE Steamship
"EMPIRE,"
Captain St. John George, will be despatched as above, on SATURDAY, the 28th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 3rd July, 1906.

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship
"JESERIC,"
Captain Thompson, will be despatched for the above Ports, on or about the 28th instant.

For Freight, apply to

ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 4th July, 1906.

THE AMERICAN & ORIENTAL LINE.

FOR YOKOHAMA AND SAN FRANCISCO.

THE Steamship
"DAKOTAH,"
will be despatched for the above Ports, on or about the 4th of August.

For Freight and further particulars, apply to

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 18th July, 1906.

Shipping—Steamer.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS,"

Captain Bourdon, will be despatched as above, on or about the 23rd instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 16th July, 1906.

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c.Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P.A.O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCKAT
REASONABLE PRICES.
Hongkong, 7th March, 1905.

MUTTON AND BEEF.

THE Undersigned is prepared to SUPPLY
FRESH MUTTON and BEEF, at
Moderate Prices.

Should patrons find any Meat supplied not to be fresh, full price will be refunded on the return of the Meat to the Stall.

TUNG WING,
No. 1 Stall, Central Market.
Hongkong, 14th May, 1906.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
司公隆廣李
CABINET-MAKERS and ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at
No. 35, DES VUEX ROAD CENTRAL.
The only Shop in Hongkong with this name.WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."
(Sd.) A. S. WATSON & Co., Ltd.ORDERS punctually attended to, and CHARGES most moderate.
AN INSPECTION INVITED.
Hongkong, 1st March, 1906.KWONG SANG & Co.,
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.
Hongkong, 1st February, 1906.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1891.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"SUNDA,"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Caledonia*.
From Italy.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 25th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 18th July, 1906.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ REGENT LUITPOLD,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 24th instant, at 9.30 A.M.

All Claims must reach us before the 30th instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 17th July, 1906.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 17th July, 1906.

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SAMBIA,"
Captain O. Müller, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd July, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd July, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 16th July, 1906.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON, &c.

THE Steamship
"GLENSTRAE"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 22nd instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognised if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW,
Hongkong, 16th July, 1906.

(*) Flagship of Rear-Admiral de Marolles.

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI,
EGYPT, MARSEILLES.
LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The "S.S. TONKIN."

Captain A. Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 24th July, at 1 P.M.

This steamer connects at Colombo with the Australian line s.s. *Australien* bound for Marseilles via Bombay and Aden.

Passage tickets and through bills of lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—
S.S. *ARMAND REITZ* ... 7th August.
S.S. *ERNEST SIMONS* ... 21st August.
S.S. *CALEDONNIEN* ... 4th September.
S.S. *POLYNESIEN* ... 18th September.
S.S. *SALAZIE* ... 2nd October.

G. DE CHAMPEAUX, Agent.

Hongkong, 19th July, 1906.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAIT, Ceylon, Australia, India,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PERMANENT, CONTINENTAL, AMERICAN
AND SOUTH AFRICAN PORTS.)

H. B. Steamship

"DEVANHA"

Captain T. H. Hale, R.N.R., commanding H. *Major's* ship, will be despatched for BOMBAY on SATURDAY, the 28th July, at Noon, taking passengers and cargo for the above ports in connection with the Company's S.S. *Arcturion*, 4,250 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and valuables, all cargo on FRIGATE, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Perma*, due in London on the 9th September, 1906.

Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 14th July, 1906.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TON-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
<i>Shawmut</i>	9,605	E. V. Roberts	27th July
<i>Tremont</i>	9,605	T. W. Garlick	22nd Aug.
<i>Lyra</i>	4,417	G. V. Williams	

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 3rd July, 1906.

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REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship "CLOUVER CASTLE" ... 25th July.

"ATHOLL" ... To follow.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 18th July, 1906.

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SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given in "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	70,000	\$125	\$125	{ £1,000,000 \$9,500,000 \$210,000 £17,735 \$150,000 }	\$1,699,777	{ £1 15/- div. and £1 bonus @ ex. 2/09/16 } = \$26.87 for 2nd half-year 1905	5 1/2 %	{ \$835 buyers London 92 1/2 \$47 cum call ea.
National Bank of China, Limited	99,925	£7	£6	{ \$1,000,000 \$147,895 }	\$74,099	\$2 (London 3/6) for 1903	...	...
MARINE INSURANCES.								
Tanion Insurance Office, Limited	10,000	\$250	\$50	{ \$1,000,000 \$147,895 }	\$211,540	\$20 for 1904	6 %	\$340
North China Insurance Co., Ltd.	10,000	£15	£5	{ £100,000 Tls. 100,000 Tls. 50,000 }	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	5 1/2 %	Tls. 90 sellers
Yong Insurance Co., Ltd.	10,000	\$250	\$100	{ \$1,000,000 \$40,000 \$311,131 \$153,844 \$69,479 \$800,000 }	\$2,723,271	Interim div. of 1/3	4 1/2 %	\$180 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$15,527 }	\$508,134	\$12 and 1/3 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$50	{ \$1,000,000 \$229,488 \$2,616 }	\$344,058	\$6 for 1904	6 1/2 %	\$188
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$1,220,928 }	\$222,618	\$25 for 1904	8 %	\$315
SHIPPING.								
China and Manilla Steamship Company, Limited	10,000	\$25	\$25	{ \$6,000 \$254,638 }	\$6,563	\$1 1/2 for 1905	7 1/2 %	\$20
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ \$88,941 \$250,000 \$600,000 }	Nil	\$3 1/2 for year ended 30/6/1905	8 %	\$44
Hongkong, Canton & Macao Steamboat Co., Ltd.	70,000	\$15	\$15	{ \$154,331 \$120,000 \$280,938 }	\$11,080	\$1 for 2nd half-year making \$2 for 1905	7 1/2 %	\$27 sales
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	{ \$86,999 Tls. 200,000 £400,000 }	£2.4 2	10/- (ex. 2/1 9/16) = \$1.69	6 1/2 %	\$70 ex div.
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 200,000 £400,000 }	Tls. 23,156	Final Tls. 3 making Tls. 5 for 1905	8 1/2 %	Tls. 62 sellers
Do. (Preference)	100,000	£1	£1	{ £1,444 \$65,000 }	£107,815	Final Tls. 14 making Tls. 31 for 1905	6 1/2 %	Tls. 52 sales
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	{ \$32,957 Tls. 98,000 }	\$218	{ \$1.50 } for year ending 30.4.1906	5 1/2 %	\$30
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ Tls. 350,479 Tls. 48,000 Tls. 81,200 }	Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905	9 %	Tls. 45 sellers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ \$850,000 \$86,119 }	\$40,914	Final of \$15 making \$25 for 1905	17 1/2 %	\$145
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ none Tls. 100,000 }	\$132,588	\$3 for 1905	...	\$20
Luzon Sugar Refining Company, Limited	1,000	\$100	\$100	{ none Tls. 100,000 }	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04	...	Tls. 100 sellers
Perak Sugar Cultivation Company, Limited	1,000	Tls. 50	Tls. 50	{ none Tls. 100,000 }	...	...	...	...
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £80,000 £26,011 }	£13,355	{ 1/- (No. 6) interim div. for 12 months } ending 28.2.06	7 %	Tls. 10 sellers
Central Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	{ none £18,710 }	G. \$909,050	Final of 50 cents making G. \$1 for 1905	7 %	G. \$14
Paoh Australian Gold Mining Company, Limited	50,000	£1	£1	{ none £4,873 }	Dr. £8,745	No. 12 of 1/- = 48 cents	...	\$3 1/2
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$70,000 }	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$550,000 \$61,100 \$200,000 }	\$20,040	Final of \$3 1/2 making \$6 for 1905	5 1/2 %	\$106 buyers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$49,500 \$188,000 }	\$362,231	\$6 for second half-year making \$12 for 1905	8 1/2 %	\$143 sales
New Amoy Dock Company, Limited	10,000	\$50	\$50	{ \$1,000,000 \$287,210 }	\$2,221	\$1 for 1905	5 1/2 %	Tls. 90 ex div.
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 57,015 }	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	8 1/2 %	Tls. 220 sales
Shanghai and Hongkong Wharf Company, Limited	12,000	Tls. 100	Tls. 100	{ Tls. 30,000 }	Tls. 57,605	Final of Tls. 8 making Tls. 14 for 1905	6 1/2 %	Tls. 225 buyers
Yangtze Wharf and Godown Company, Limited	1,500	Tls. 100	Tls. 100	{ Tls. 30,000 }	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none \$14,516 }	none	First year	7 1/2 %	Tls. 100
Star House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ none \$4,719 }	\$9,028	\$2 1/2 for year ended 30.6.1905	7 1/2 %	\$124 buyers
Central Stores, Limited	6,000	\$15	\$15	{ none \$164,975 }	none	\$2.50 on \$12 for 1905	13 1/2 %	\$18 sales
Do. (new issue)	24,000	\$15	\$15	{ none \$24,071 }	\$4,719	\$2 on \$7 1/2 for 1905	...	\$152 buyers
Do. (Founders')	123	\$15	\$15	{ none \$24,071 }	...	None	...	\$125
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$24,071 \$167,830 }	1619	\$5 for second half-year making \$10 for 1905	8 %	\$114
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$250,000 Tls. 207,73 }	\$167,830	Final of \$3 1/2 making \$7 for 1905	6 1/2 %	Tls. 17 sellers
Hotel des Colonies Company, Limited	10,000	Tls. 25	Tls. 25	{ Tls. 207,73 none \$4,690 }	Tls. 1,935	Final of 6 1/2 = 10/- for 1905	14 1/2 %	\$100
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ \$208,386 \$50,000 }	\$4,690	Final of \$6 making \$10	10 %	\$11 buyers
Empire Estate & Finance Company, Limited	110,000	\$10	\$10	{ none \$574 }	\$5,070	80 cents for 1905	6 1/2 %	\$38
Kowloon Land and Building Company, Limited	1,000	\$50	\$50	{ none Tls. 869,493 }	\$574	\$2 1/2 for 1905	...	Tls. 112 buyers
Shanghai Land Investment Company, Limited	15,000	Tls. 50	Tls. 50	{ Tls. 170,000 none }	Tls. 52,194	Final of Tls. 3 making Tls. 6 for 1905	5 1/2 %	\$52
West Point Building Company, Limited	12,500	\$50	\$50	{ none }	\$772	Final of \$1.90 making \$3.65 for 1905	7 %	\$70 sales
COTTON MILLS.								
Iwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 45,939 }	Tls. 190,000	Tls. 8 for year ended 31.10.1905	11 1/2 %	\$14 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$30,000 }	\$23,264	\$1 for the year ending 31.7.05	7 %	Tls. 60 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 100,000 }	Tls. 18,718	3 % a/c 1898	10 1/2 %	Tls. 75 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none Tls. 18,456 }	Tls. 30,760	Tls. 8 for 1905	8 1/2 %	Tls. 300 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 18,456 }	Tls. 35,986	Tls. 25 for 1905	...	...
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none £864 }	\$1,066	\$7 for 1905	8 1/2 %	\$185 sales
Bell's Asbestos Eastern Agency, Limited	8,664	12/6	12/6	{ none \$1,097 }	£864	1/3 per share for 1905	8 1/2 %	\$52
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ none Tls. 50,000 }	Nil	\$3 for 1905	9 1/2 %	\$2 1/2 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	{ none Tls. 50 }	Tls. 889	\$1 for 1904	12 1/2 %	Tls. 78 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 \$8,000 }	\$1,219	Final of Tls. 5 making Tls. 10 for 1905	6 1/2 %	\$10
China Light and Power Company, Limited	10,000	\$10	\$10	{ \$8,000 \$25,000 }	\$1,581	60 cents for year ended 28.2.06	9 %	\$9 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$6 \$410,000 }	\$2,864	80 cents for 1905	7 1/2 %	\$16 1/2
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$25,000 \$186,000 }	\$52,291	\$1.20 for year ending 31.7.1905	8 1/2 %	\$28 1/2
Green Island Cement Company, Limited	150,000	\$10	\$10	{ \$500,000 \$186,000 }	\$20,893	\$2 dividend and 50 cents bonus for 1905	8 1/2 %	\$23 sales
Hall & Holtz, Limited	21,000	\$20	\$20	{ none \$2,568 }	\$2,568	\$2 1/2 for year ending 28.2.06	11 %	\$23 sales
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none \$50,000 }	\$2,706	\$1.00 for 10 months ending 28.2.06	8 %	\$15
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$50,000 \$80,000 }	\$3,776	\$5 for year ending 30.11.1904	6 1/2 %	\$235
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$61,000 \$2,500 }	\$3,776	Final of \$15 making \$19 for 1905	8 1/2 %	\$240 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ Tls. 25,000 Tls. 47,503 }	\$88	\$9 for 1905 on 5 shares	11 1/2 %	\$9
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ Tls. 47,503 Tls. 27,693 }	Tls. 10,371	Final of 50 cents making \$1 for the year	10 1/2 %	Tls. 217 1/2
Maatschappij tot Mijn, Bosch- en Landbouwen- plaatje in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ none Tls. 27,693 }	Dr. P. 34,374	1/- 15 so far a/c yr. ended 31.10.06	...	\$5 buyers
Philippine Company, Limited	67,500	\$10	\$10	{ Tls. 165,000 }	Tls. 11,017	Tls. 31 final & Tls. 14 bonus making	6 1/2 %	Tls. 134 1/2
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 47,503 Tls. 165,000 }	Tls. 9,751	Tls. 8 1/2 for 1905	11 %	Tls. 55 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 47,503 Tls. 37,000 }	Tls. 2,753	Tls. 6 for 1904	9 1/2 %	Tls. 145 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 25,000 Tls. 25,000 }	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	7 %	Tls. 72 sales
Shanghai-Sum-ta Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 190,000 }	Tls. 85,192	Final of 37/6 making \$2/6 for 1905/6	...	Tls. 365 sellers
Shanghai Waterworks Company, Limited	7,200	\$20	\$20	{ none \$1,134 }	Dr. \$4,194	\$1 for year ending 31.1.1905	8 1/2 %	\$6
South China Morning Post, Limited	4,000	\$5	\$5	{ none Tls. 1,012 }	Tls. 1,012	50 cents for year ended 31.1.1905	7 1/2 %	Tls. 110
Team Laundry Company, Limited	20,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000 }	...	Interim of Tls. 4 for year 1905/6	9 %	\$9
Hientsin Waterworks Company, Limited	7,000	Tls. 100	Tls. 100	{ Tls. 4,000 \$300,000 }	\$7,734	{ 80 cents } for year ended 31.1.1905	11 1/2 %	\$180
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	{ \$22,000 \$25,000 }	...	Final of 50 cents making \$1 for 1905	7 1/2 %	\$13
Do. (Founders')	100	\$10	\$10	{ \$50,000 }	\$676	Interim div. of 50 cts. for the year 1905/6	10 %	210 1/2
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$50,000 }	...	...	...	...
William Powell, Limited	15,000	\$10	\$10	{ \$50,000 }	...	...	...	...
DIVIDENDS PAYABLE								
Shanghai Land Investment Co., Ltd.	Tls. 3							20th July
Hongkong Land Investment Co., Ltd.	\$3 1/2							25th July
West Point Building Co., Ltd.	\$2							do
Shanghai Pulp and Paper Co., Ltd.	Tls. 5							6th August